

PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY

**Freedom Park to Gordon River Greenway Park
Over Golden Gate Parkway**



Prepared for
Collier County, Florida
Project No. 60109.2



ch2mSM
September 2015

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FREEDOM PARK TO GORDON RIVER GREENWAY PARK
OVER GOLDEN GATE PARKWAY**



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Collier County, Florida
Contract No: 13-6164 (ST)

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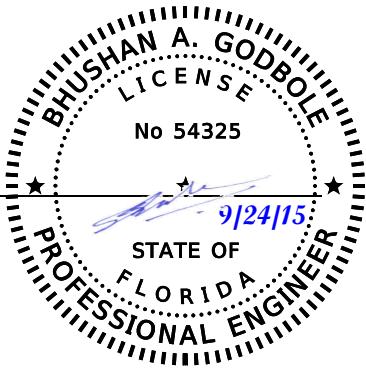


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EXECUTIVE SUMMARY

The Collier County Growth Management Department, Transportation Engineering Division has initiated a feasibility study for a pedestrian crossing across Golden Gate Parkway in Naples, Florida. The proposed crossing will provide pedestrians with a convenient, safe route to traverse between Freedom Park, located on the north side of Golden Gate Parkway and Gordon River Greenway Park located on the south side of Golden Gate Parkway, just east of Freedom Park. The main objective of the study is to identify potential crossing locations, evaluate pedestrian crossing alternatives, define site constraints (geometry, utilities, environmental, etc.), within the project vicinity and prepare preliminary cost data. This report will be used by the county staff to evaluate crossing options and identify funding needs to advance the project to the next stage.

Justification of the selected crossing option in the subsequent phase will need to carefully weigh the benefit and cost, combined with the level of anticipated use and potential safety considerations. The proposed location shall also address any safety and sight distance issues for vehicular traffic on Golden Gate Parkway.

The primary benefit of the project will be to provide a safe crossing of Golden Gate Parkway. Four different location alternatives were compared for the purpose of this study (Ref. Exhibit 1). Alternative location 3 is midway between Freedom Park and Gordon River Greenway and is considered as the best possible location for further consideration.

The focus of this study was to evaluate overpass, underpass and on-street crossing alternatives. The overpass option considered varying levels of aesthetics and pedestrian access features at each end (Ref. Exhibit 2). The potential layout consists of a stair and/or switch-back ramp access at the north terminus and a stair/elevator tower at the south terminus to minimize environmental impacts (Ref. Exhibit 3). Constructability & Maintenance of Traffic (MOT) is greatly simplified due to clear spanning of Golden Gate Parkway. Powerlines along the north side of Golden Gate Parkway will be impacted and three transmission poles will potentially need to be relocated further north to accommodate an overpass alternative.

Due to drainage, geometric, functional, constructability, MOT, cost/benefit and a safety concern an underpass will need to be thoroughly scrutinized as part of subsequent phase of the project in conjunction with all the stakeholders (Ref. Exhibit 4).

An on-street pedestrian crossing option (signal and crosswalk) provides an economical solution and one location was explored at Freedom Park as part of this study. (Ref. Exhibit 5)

An overpass concept shall be carefully evaluated in conjunction with the on-street alternative based on anticipated level of pedestrian characteristics, use and available resources. Three varying degrees of aesthetics and accessibility options for an overpass alternative have been shown in Exhibits 6 thru 8. The probable construction cost for the overpass options range from 2.0 M to 5.0 M, whereas the on-street crossing provides the most economical solution at approx. 200K.

1.0 PROJECT DESCRIPTION

The project site is located along the stretch of Golden Gate Parkway between Freedom Park (north side) and Gordon River Greenway (south side) in Naples, Florida. Golden Gate Parkway is owned and maintained by Collier County. The adjacent parcel to the south was recently purchased by Moorings, Inc. in April of 2014. The parcel to the north is owned by Collier County. Additional stakeholders include the City of Naples, which owns the sewer and water and Florida Power and Light (FPL) which owns the overhead electric in the vicinity of the project. Teco Gas, Century Link Cable, Summit Broadband, Comcast, FPL Fibernet, and Collier County own various utilities in the area.

Potential wetlands exist along the southern and northern edge of Golden Gate Parkway. Bridge Culvert No. 030172 is also in close proximity of the proposed project. The Naples Zoo at Caribbean Gardens is immediately south of Gordon River Greenway. Naples High School and Coastland Mall are located just west of the project location. Figures 1 & 2 provide location map and vicinity details.

1.1 Project Location

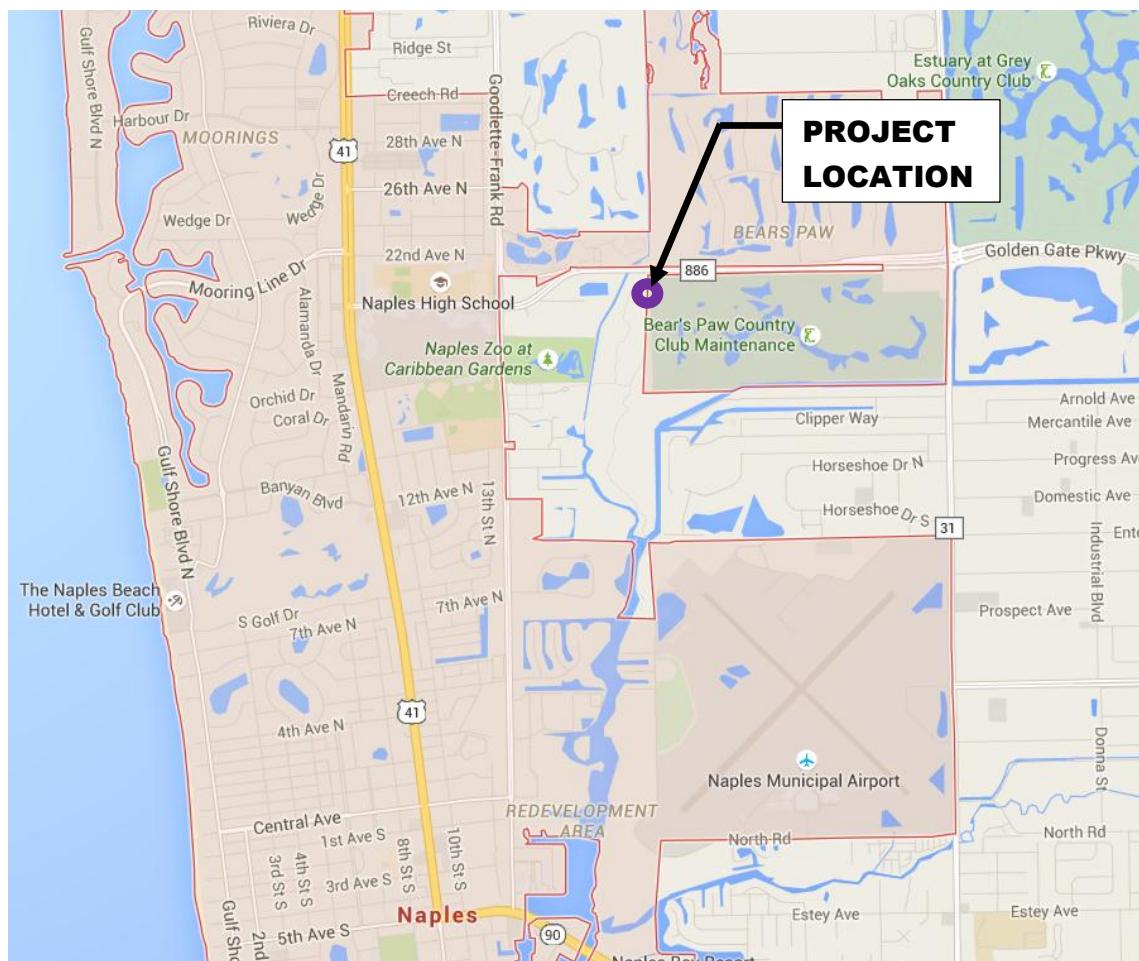


FIG. 1 – Project Location & Vicinity Map



FIG. 2 - Project Vicinity Aerial View

1.2 Project Objectives

This project is being explored primarily to provide a safe crossing of Golden Gate Parkway for pedestrians and bicyclists traversing from Freedom Park to the Gordon River Greenway Park.

1.2.1 Background, Justification and Benefits

The Collier County Growth Management Department, Transportation Engineering Division has initiated a feasibility study for a pedestrian crossing across Golden Gate Parkway in Naples, Florida. The proposed crossing will provide pedestrians with a convenient, safe route to traverse between Freedom Park, located on the north side of Golden Gate Parkway and Gordon River Greenway Park located on the south side of Golden Gate Parkway, just east of Freedom Park. The main objective of the study is to identify potential crossing locations, evaluate pedestrian crossing alternatives, define site constraints (geometry, utilities, environmental, etc.), within the project vicinity and prepare preliminary cost data. This report will be used by staff to evaluate crossing options and identify funding needs to advance the project to the next stage.

Justification of the selected crossing option in the subsequent phase will need to carefully weigh the benefit and cost, combined with the level of anticipated use and potential safety considerations. The proposed location shall also address any safety and sight distance issues for vehicular traffic on Golden Gate Parkway.

1.2.2 Feasibility Study Objectives

The objective of this feasibility study is to identify the opportunities and obstacles related to constructing a pedestrian/bicycle crossing of Golden Gate Parkway between Freedom Park and Gordon River Greenway Park. The study will focus on a pedestrian overpass (bridge), pedestrian underpass (tunnel) and an “on-street” crossing (pedestrian signal). The feasibility study provides a cursory review of the existing conditions and features within the study limits. The feasibility study developed preliminary construction costs for the viable alternatives for budget purposes.

This feasibility study and alternatives analysis provided will form the basis for further refinement and development of alternatives during the subsequent phases of the project.

2.0 EXISTING CONDITIONS

2.1 Golden Gate Parkway

The segment of Golden Gate Parkway between Freedom Park and Gordon River Greenway is a 6-lane facility classified as a divided urban arterial Class 1a based on Collier County's 2035 Needs Plan Level of Service (Table 10-4). The level of services is designated as "C" with an average annual daily traffic count (AADT) of 52,773. The roadway is posted 35 mph for westbound traffic and 45 mph for eastbound traffic. The Typical Section consists of three 12 foot wide travel lanes in each direction and a 12 foot auxiliary lane with right turn movement into Freedom Park as well as Gordon River Greenway Park and a 22 foot raised median. The raised median accommodates directional left turn lanes into the Parks. Stormwater runoff is conveyed by curb and gutter into a closed drainage system.



FIG. 3 - Looking West towards Freedom Park



FIG. 4 - Looking East towards Gordon River Greenway



FIG. 5 -Bridge Culvert #030172



FIG. 6 - Control Structure to the South

Bridge Culvert No. 030172 conveys Gordon River flow under Golden Gate Parkway at an approximate 29 degree skew. According to the available data, it is a 49.5 feet long multi-cell concrete box culvert structure constructed in 1963. It is listed as structurally adequate, has a sufficiency rating of 72.3 and is not posted for any load restrictions. A water control structure with Amil-gates exists on the south side. A guardrail exists at the approach end of this structure along Golden Gate Parkway for vehicular protection. Any proposed pedestrian crossing will need to minimize any impacts to this structure.

2.2 Public Transit

The Golden Gate Parkway – Goodlette Frank Road area is currently being served by Collier Rapid Transit (CAT) Route 25, shown in Lime Green, in Figure 5. A bus stop is located next to the westbound auxiliary lane into Freedom Park and will have to be accommodated as part of proposed improvements. Any proposed changes to the current bus stop location will have to be coordinated.



FIG. 7 - Collier Area Transit (CAT) Bus Route Map

2.3 Pedestrian/Sidewalk Characteristics

A five (5) foot sidewalk and eight (8) foot buffer area exists adjacent to the south side of Golden Gate Blvd as shown in Fig. 8, while a six (6) foot sidewalk exists adjacent to the north side of Golden Gate Parkway as shown in Fig 9. Pedestrian use can be characterized as moderate.

Currently there are no designated pedestrian crossings within the project limits.

There are no designated bike lanes and bikers currently use the sidewalk as seen in Fig 8. During the subsequent phase of the project, additional information including pedestrian and bicycle counts, mobility patterns and user demographics will be further analyzed.



FIG. 8 - South Sidewalk



FIG. 9 - North Sidewalk

2.4 Drainage

The urban roadway section conveys stormwater by curb and gutter to a series of inlets that receive runoff water from Golden Gate Parkway and conveys it through an underground system. Feasible alternatives will have minimal effect on the existing stormwater facilities. Although no new impervious pavement area is being added to the corridor, impacts (however minimal) to adjacent vegetation (uplands/wetlands) may require Permitting Agency (SFWMD - USACE) reviews.

2.5 Geotechnical Conditions

A limited desk-analysis was conducted to assess anticipated soil conditions. Soils in this area are expected to be quartz sand with trace clay and shell to depths ranging from 5 to 10 feet below existing ground surface. Shallow limestone of the Tamiami formation can be expected below the surficial sands and extends to over 100 feet deep. The top of the limestone is very dense and locally referred to as caprock. Seasonal high ground water is assumed to be 2-3 feet below existing pavement subbase.

For purposes of this report, the following assumptions were made in order to develop “Order of Magnitude” costs.

- The shallow limestone caprock may/will require pre-drilling but underlying limestone layers are suitable for conventional driven pile foundations or drilled shafts.
- Caprock is difficult and costly to excavate which makes an underpass option less viable.

A full geotechnical investigation will be performed during subsequent phases of the project.

2.6 Utilities

A limited site review was conducted to identify utilities readily visible within the project area. In addition, a Sunshine State One Call of Florida (SSOCOF), design ticket was placed to identify members of SSOCOF within the vicinity of the design project. (See Appendix D).

Potentially Impacted Utilities:

- Florida Power and Light (Fig. 10)

High voltage Transmission lines exist along the north side of Golden Gate Parkway. Additionally, a distribution line is also present with a lower vertical clearance. The distribution line pole discontinues at the start of the Freedom Park auxiliary lane and appears to go underground further west. Any overpass option will require relocations. Potential signal poles will need to be coordinated with FPL to ensure proper OSHA clearance is maintained.



FIG. 10 - Powerlines

Other utilities within project area include:

- Florida Power and Light Fibernet LLC Fiber (High speed fiber optic network to provide telecommunication support.)
- Collier County Traffic Operations Section (Electrical and Fiber)
- City of Naples (Sewer and Water)
- Comcast (CATV)
- Summit Broadband Inc. (Fiber Optic)
- Teco Peoples Gas (Gas)
- Century Link Naples (Phone & Fiber Optic)



FIG. 11 - Observed Utility Marker

More detailed investigations, field surveys and utility locations will need to be accomplished during the next phase of the project.

3.0 DESIGN CRITERIA

The proposed pedestrian overpass will be considered as a shared used path and will be 12 ft wide as required by FDOT PPM Section 8.7.1

3.1 Horizontal Clearances

This segment of Golden Gate Parkway has a posted speed of 45 miles per hour (mph) eastbound and 35 mph westbound relative to the potential pedestrian crossing location.

According to FDOT PPM Table 2.11.6, for design speed \leq 45 mph, a minimum lateral offset of 16 feet is required from the edge of the outside travel lane to any bridge pier or abutment and 6 feet minimum from the traffic (auxiliary) lane. The existing median width (approx. 22 feet) is not sufficient to meet the lateral offset requirements, therefore vehicular protection will be required for any piers constructed within the median.



FIG. 12 - Eastbound speed limit Sign



FIG. 13- Westbound speed limit Sign (heading into the left curve ahead)

3.2 Vertical Clearances

According to FDOT PPM Table 2.10.1, the minimum required vertical clearance for a pedestrian overpass is 17'-6". Additionally according to FDOT PPM Figure 8.7.1, the minimum headroom/under clearance for pedestrians shall be 8'-0".

3.3 Stopping Line of Sight Distance

There is no signal in the immediate vicinity of the proposed pedestrian crossing, therefore the proposed improvement is not anticipated to adversely impact stopping sight distance with the exception of Alternate Location 1.

3.4 Accessibility

All features must comply with the Americans with Disability Act (ADA) requirements for accessibility per FDOT Structures Manual.

3.5 Elevators

Elevators must comply with ADA and ASME A17.1-latest safety code for Elevators and Escalators subject to further analysis in the subsequent phase of the project.

3.6 Aesthetics

Various levels of aesthetics will be explored as the potential project progresses. This will include structure type and integration of various elements for enhanced aesthetics. Landscaping and lighting can also provide significant enhancements and will have to be incorporated as desired. Aesthetic lighting can have a dramatic effect as shown below.



Figure 14 Nighttime View of Dana Point Bridge, CA

4.0 Alternatives Analysis

4.1 Location Alternatives

Four potential locations were considered for the purpose of this feasibility study and are depicted in Exhibit 1. A variety of factors were considered in determining these location alternatives.

These four pedestrian crossing locations provide varying degrees of access points and have differing benefits/impacts based on constructability, environmental impact, functionality and projected visual impact to pedestrians, bicyclist and the traveling public.

Table 1: Alternative Locations Comparison

Location Alternative	Advantages	Disadvantages	Remark
Alt. 1	Close to Freedom Park.	Sight distance issues due to curve to the west and also existing Freedom Park. Farthest from Gordon River Greenway. Wetland impacts.	
Alt. 2	Close to Freedom Park. Improved sight conditions relative to Alt. 1	Distance from Gordon River Greenway Park. Wetland impacts.	
Alt. 3	Splits the distance between Freedom Park and Gordon River Greenway Park. Provides opportunity to connect crossing pedestrian traffic to the Freedom Park boardwalk network. Provides minimal crossing distance to traverse the roadway section. Equal distance between parks. Aesthetic placement for landmark crossing.	Proximity to the existing Bridge Culvert and water control structure to the south. Wetland impact.	Recommended Location
Alt. 4	Proximity to Gordon River Greenway Park.	Farthest from Freedom Park. Connection to Gordon River Boardwalk will require crossing Gordon River. Sight issue for westbound traffic exiting from Gordon River Greenway. Wetland Impacts.	

Based on the preliminary comparison Alternative Location 3 will be considered for the purposes of this feasibility study.

4.2 Crossing Alternatives

The focus of this feasibility study was to compare the following three crossing alternatives

- Pedestrian Overpass (Ref. to Exhibit 3)
- Pedestrian Underpass (Ref. Exhibit 4)
- On-Street Crossing (Ref. Exhibit 5)

The Pedestrian Overpass and Underpass were considered at Location 3 discussed above, whereas the on-street crossing alternatives were considered near the entrances to Freedom Park and Gordon River Greenway. The following is a discussion of these various options.

4.2.1 Pedestrian Overpass

Access/Approach Configuration

The Overpass Alternative at location 3 has adequate room to place ADA compliant switch-back access ramps at the north approach but a stair/elevator tower will be needed at the south approach, to minimize wetland impacts.

Stairs - Cast-in-place or precast concrete stairs contained within an access tower with a roof are envisioned for the proposed project. Use of steel stairs is not considered desirable due to the outdoor nature of the project.

Elevator - An elevator shaft with a lift to the overpass level. This structure would require a mechanical room for housing the elevator hydraulic and electrical equipment in conjunction with the elevator and elevator shaft structure. The mechanical room would be located directly under the end platform and its roof would serve as the landing for the elevator and stair terminus. The use of elevators does introduce some maintenance needs. Additionally, stairs would provide access from ground level in the event of power failure or for access for those wishing to walk.

Ramps - These are commonly constructed with concrete pier columns and cap with concrete walkway, with handrail and fencing. This option for a ramp is a more traditional access for pedestrian overpasses. The decking is formed and poured in place. MSE wall can be utilized for ramps but creates edifices which tend to block the open view and do not appear desirable at the proposed crossing.

Three different Construction Types have been evaluated for the pedestrian bridge crossing, based on review of similar pedestrian crossings, which satisfy varying

degree of aesthetic needs for the proposed structure. (Ref. to Exhibit 2 and 6 thru 9)

Utilitarian Aesthetics (FDOT Level 1).

This type of bridge will consist of conventional prestressed concrete girder type structure such as Florida I-Beams. A single as well as two span structure is possible. A two-span span structure will allow use of shallower beams but will introduce a median pier which will be in the clear zone and will require vehicular protection. The concrete deck would be poured in place with curbing, fencing, and railing system. The approach ramp to the north will provide ADA compliant accessibility, whereas the stair/elevator tower will provide ADA compliant access to the south.

This option will be consistent with FDOT Aesthetic level 1 which is defined as,

Level One: Consists of cosmetic improvements to conventional Department bridge types, such as the use of color pigments in the concrete, texturing the surfaces, modifications to fascia walls, beams, and surfaces, or more pleasing shapes for columns and/or caps.

Mid-level Aesthetics (FDOT Level 2)

This type of bridge will consist of a prefabricated or custom designed Steel truss type structure. A poured in place concrete deck with railing and fencing will be placed within the through box-type truss. This structure would be single span and will not require a pier in the median.

The approach ramp to the north will provide ADA compliant accessibility, whereas the stair/elevator tower will provide ADA compliant access to the south. The access tower to the north will be slightly different than the utilitarian option in that it will also have a stair option and both the towers at each end will have consistent looks with a similar footprint and roof structure for enhanced aesthetics. Steel truss can be painted based on the selected aesthetic theme.

This option will be consistent with FDOT Aesthetic level 2 which is defined as,

Level Two: The emphasis is on full integration of efficiency, economy and elegance in all bridge components and the structure as a whole. Consideration should be given to structural systems that are inherently more pleasing, such as hammerhead or "T" shaped piers, oval or polygonal shaped columns, integral caps, piers in lieu of bents, smooth transitions at superstructure depth change locations, box-type superstructures, concealed drain pipes, conduits and utilities, etc.

Signature Aesthetics (FDOT Level 3)

This alternative will involve architectural input for carefully integrating the entire theme with careful attention to the neighborhood and an overall fit in the

surroundings including use of landscaping and lighting. This type of bridge can consist of a signature concrete option or some iconic structure using a combination of arch shape and cable supported structure. This structure would be single span and will not require a pier in the median.

The approach ramp to the north will provide ADA compliant accessibility, whereas the stair/elevator tower will provide ADA compliant access to the south. The access tower will serve similar purpose as the Mid-level option but will complement the finish treatments on the overpass superstructure while the entire overpass will showcase an integrated theme and will provide highest level of aesthetic appeal.

This option will be consistent with FDOT Aesthetic level 3 which is defined as,

Level Three: The emphasis in this level applies more to the overall aesthetics when passing through or under an interchange or at other sites such as historic or highly urbanized areas where landscaping or unique neighborhood features must be considered. The bridge itself shall comply with Level Two requirements. This level of work may require, at the County's option, a subconsultant (architect to consider adjacent building styles, and landscape themes) with the necessary expertise and credentials to perform the desired work

4.2.2 Pedestrian Underpass

The desirable size of an underpass is 14 ft wide and 10 ft high as per FDOT Plans Preparation Manual Section 8.6.6. The seasonal high groundwater is likely 2 or 3 feet below the pavement sub-base and is subject to verification of assumptions from the original roadway design and groundwater data. The underpass will have to be partially depressed below the seasonal high groundwater table in order to minimize raising of Golden Gate Boulevard. An underdrain and pumping system will be required to keep the structure dry and functional at all times. This raises a pedestrian safety and maintenance concern. It is envisioned that Golden Gate Parkway profile will have to be raised approximately 10 ft with a crest vertical curve to accommodate placement of an FDOT cast-in-place concrete box culvert sections with considerations for waterstops (Ref. to Exhibit 2).

Given the fact that the roadway profile will need to be raised, locating the underpass near alternative location 3 will necessitate reconstructing the at-grade connections at access drives to Freedom Park and Gordon River Greenway Entrances. This may also necessitate the replacement of Bridge Culvert No. 030172 which conveys the Gordon River under Golden Gate Parkway.

Moving the underpass to location 4 will help with the connection to Freedom Park but will be too close to Gordon River Greenway.

According to FDOT PPM Section 8.7.1, Pedestrian underpasses are generally undesirable for safety reasons. Local law enforcement personnel should also be consulted to assure public safety, emergency accessibility in the case of an underpass option.

A conceptual underpass layout which was evaluated is shown in Exhibit 4.

4.2.3 On-Street Pedestrian Crossing

FDOT provides special signals to indicate when pedestrians may safely cross. These may be "ped-heads" attached to conventional traffic signals or pedestrian-only signals such as the "Rapid Rectangular Flashing Beacon" or "HAWK" signals. Rapid Rectangular Flashing Beacons may be inappropriate for this situation because the location near a curve, number of lanes and traffic volume. Coordination with the County to investigate opportunities to employ Pedestrian Hybrid Beacon "HAWK" signals or additional traffic signal options should be considered.



FIG. 15- Example of Hawk Treatment

4.3 Other Considerations

4.3.1 Constructability & Maintenance of Traffic (MOT)

The study included a limited analysis of MOT requirements for each option. The overpass option primarily involves construction of the access towers and ramps and bridge abutments which are outside of the Golden Gate Parkway typical section. There appears to be adequate room near each access to position a conventional crawler crane for any necessary pile driving and foundation work. Hydraulic cranes can be subsequently used to finish the poured in place ramp and tower construction. Bridge superstructure erection can be accomplished by delivering the beams along Golden Gate Parkway and using two cranes to pick the superstructure with nighttime closures. Any need for detour for this limited closure and associated traffic impact will have to be evaluated in the subsequent phase of the project.

The underpass option will create the biggest challenge and will have the greatest impact on the existing 6-lane traffic. Raising Golden Gate Parkway will have to be accomplished in two or three phases by re-constructing one half at a time which makes it impossible to maintain 6-lanes of traffic and is considered prohibitive.

4.3.2 Impacts

The proposed crossing will impact potential wetlands to the south. The exact delineation of jurisdictional wetlands is unknown at this time and will need to be investigated in the subsequent phase of the project. Use of an elevator tower in-lieu of a switch-back ramp aims to minimize these impacts to the south as discussed earlier.

The proposed crossing will also have drainage and utility impacts. The biggest impact will be to the high voltage transmission lines to the north, as discussed earlier. At a minimum three of the transmission poles will need to be relocated to the north to facilitate construction of the north end of the bridge crossing. Impact to the lower voltage distribution lines can be minimized at the selected location. Detailed analyses and refinement of ramp, elevator and stair tower footprints will need to be conducted after more complete utility information is collected in the subsequent phase of the project.

4.4 Alternative Crossings Comparison

The following table provides a comparison of the three crossing options using a qualitative grading criteria described below. It is evident that the Underpass option is not desirable. The overpass option provides an aesthetic and safer crossing alternative than the on-street crossing. In the subsequent project phase, the construction cost, utility and environmental impact needs to be carefully weighed against the on-street option with the level of anticipated use of the proposed crossing.

TABLE 2: Alternatives Comparison

Issue	Proposed Improvement		
	Overpass Option	Underpass Option	On-Street Option
Roadside Safety	B	C	B
	Bridge Towers/Ramps will be located outside Clear Zone	Guardrail needed to protect users from MSE wall drop-off(s)	Vehicle/Pedestrian Conflict Point
Pedestrian Safety	B	C	C
	Climb/Fall Concerns	Crime, Flood, Illumination, Railing Fall Concern	Vehicle/Pedestrian Conflict Point
Future Accommodations	B	D/F	A
	Can add future lane if needed by using barrier wall	Relocate MSE Walls, MOT, Significant cost	Minor costs
Constructability and MOT	B	D/F	A
	Minor Lane closures	Significant Issues - Lane Closures/Phased Construction	Minor Issues
Environmental Impacts	B/C	C/D	A
	Ramp vs. Stair/Elevator Evaluation will Determine	Wetland, Groundwater Pumping, Raised Profile - Noise Impacts	No Issues
Utility Impacts	C	C/D	A
	FPL Transmission/Distribution Impact(s) Isolated location(s)	Underground Utility Impacts 1800 LF N/S sides, Potential FPL	No/Minor Impacts
Ease of Use	C	B	A
	Ramps Inconvenient/Circuitous	Ramps Inconvenient/Circuitous	Push Button - No Issues
Aesthetics	A/B	D	B/C
	Dependant on Type of Structure selected - "Landmark Consideration"	No signature appeal, MSE Walls, Railings, Guardrails	Typical Application
Construction Cost	C/D	D/F	A
	Dependant on Type of Structure selected - "Landmark Consideration"	Initial Construction and Long Term Maintenance Costs Significant	Minimal Costs
Maintenance	B/C	D/F	A
	Routine Inspection, Painting, Elevator/Ramp/Railing Maintenance	Routine Inspection, Painting, Ramp/Railing Maintenance, Pumping System, Lighting, MSE Walls	Minor - Typical Maintenance
<u>Grading Scale:</u>			
<i>A = Most Desirable</i>	<i>B = Desirable</i>	<i>C = Satisfactory</i>	
<i>D = Less Desirable</i>	<i>F = Unacceptable</i>		

4.5 Probable Construction Costs

The focus of this feasibility study was to compare order of magnitude budgetary costs for viable crossing alternatives. Cost data was also compared with available historical data from completed similar projects. Pedestrian overpass costs reflect the cost of access features and the bridge crossing. General contingency has been used to account for Mobilization, MOT and any site/civil work pertaining to the overpass alternatives. The cost estimates cover construction only and do not include costs of Right-of-way acquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included. Refer to Appendix D for preliminary cost backup information.

TABLE 3: Estimate of Probable Construction Cost

Crossing Option	Description	Probable Cost
Overpass	Utilitarian Aesthetics (FDOT Level 1)	\$ 2 to \$ 3 M
	Mid-level Aesthetics (FDOT Level 2)	\$ 3 to \$ 4 M
	Signature Aesthetics (FDOT Level 3)	\$ 4 to \$ 5 M
Underpass	Golden Gate Parkway Elevated with phased construction	\$ 8 M
On-Street	Across from Freedom Park	\$ 200 K
	Across from Gordon River Greenway	\$ 200 K

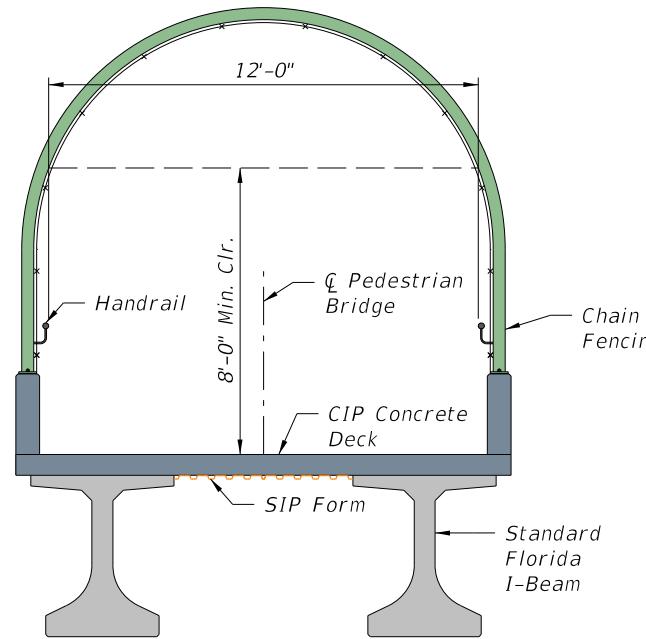
K=Thousands ; M=Millions

**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY
FREEDOM PARK TO GORDON RIVER GREENWAY PARK
OVER GOLDEN GATE PARKWAY**

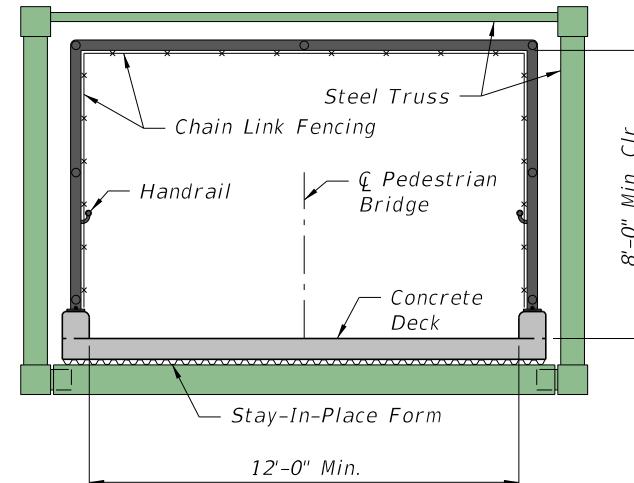
APPENDIX A – EXHIBITS



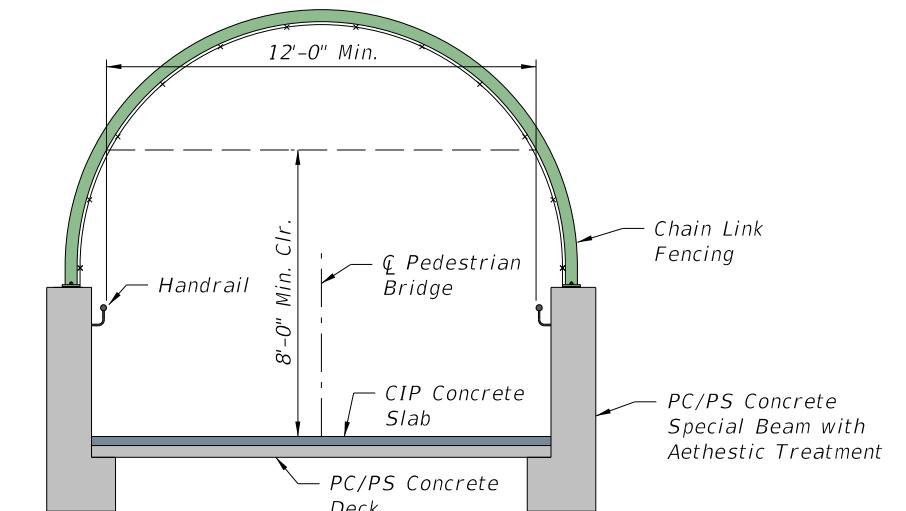
EXHIBIT 1
ALTERNATIVE CROSSING LOCATIONS



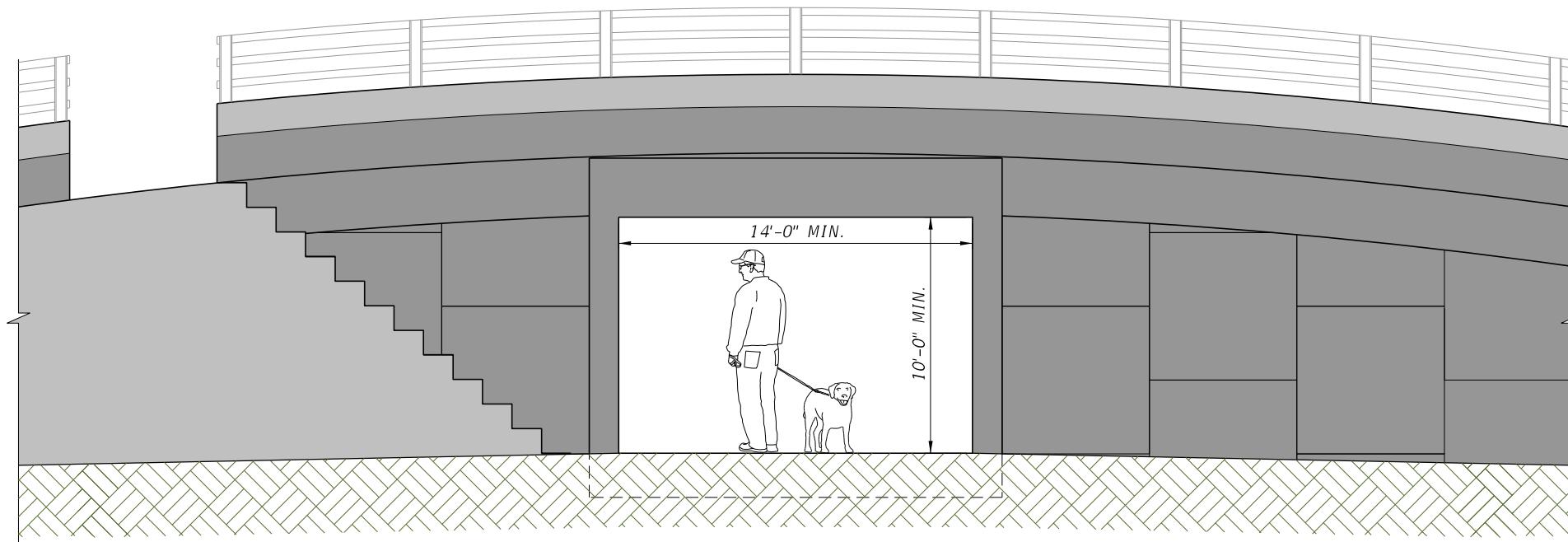
TYPICAL SECTION
UTILITARIAN AESTHETICS
(CONCRETE BEAM OPTION)



TYPICAL SECTION
MID-LEVEL AESTHETICS
(STEEL BOX TRUSS OPTION)



TYPICAL SECTION
SIGNATURE AESTHETICS
(SPECIAL CONCRETE BEAM OPTION)



UNDERPASS OPTION
TYPICAL SECTION

EXHIBIT 2
ALTERNATIVE CONCEPTUAL BRIDGE AND UNDERPASS SECTIONS





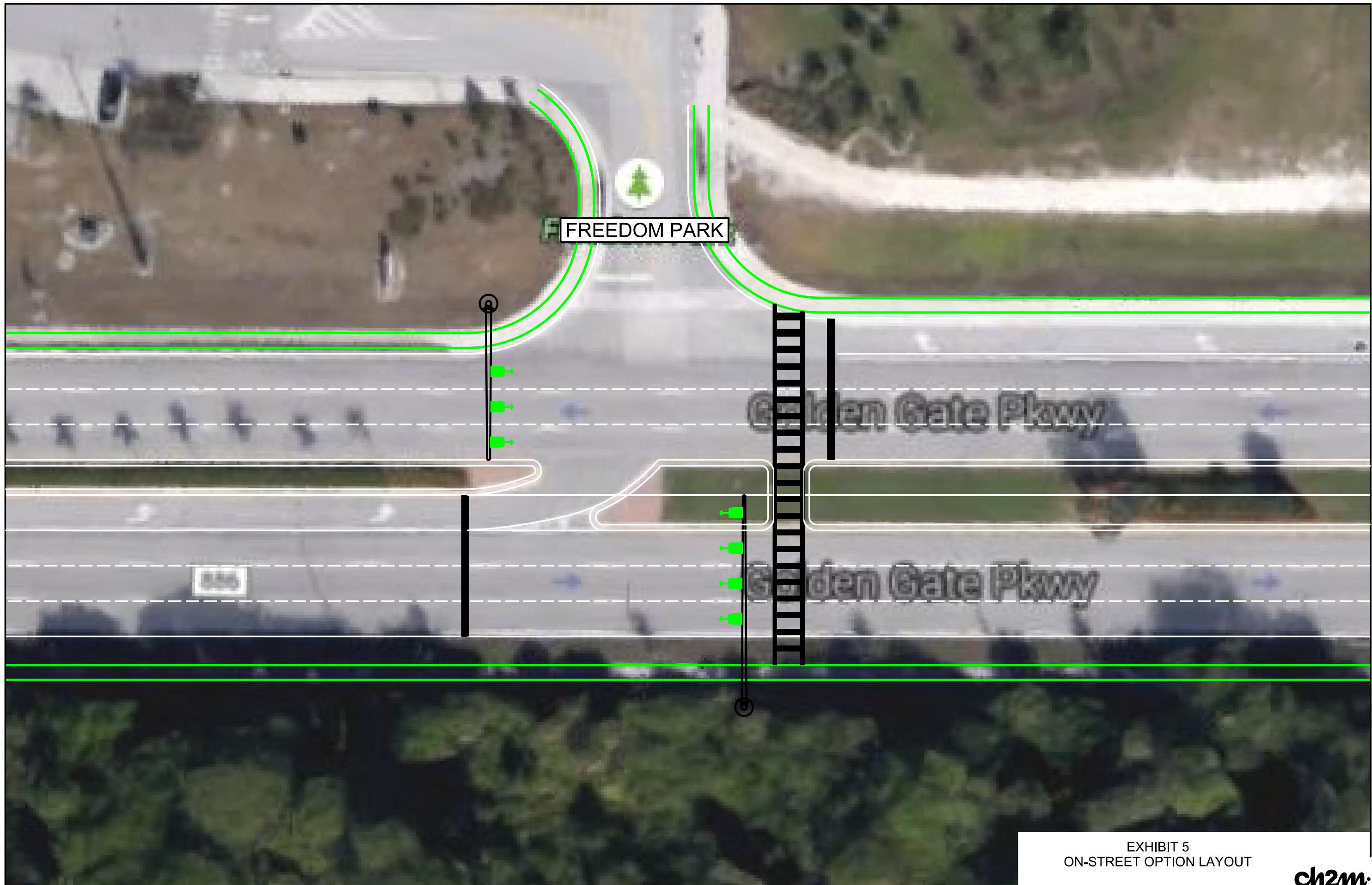




EXHIBIT 6
OVERPASS RENDERING - UTILITARIAN AESTHETICS



EXHIBIT 7
OVERPASS RENDERING - MID-LEVEL AESTHETICS



EXHIBIT 8
OVERPASS RENDERING - SIGNATURE AESTHETICS (CONCRETE)



EXHIBIT 9
Overpass Rendering – Signature Aesthetics (Tied Arch)

**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY
FREEDOM PARK TO GORDON RIVER GREENWAY PARK
OVER GOLDEN GATE PARKWAY**

APPENDIX B – SITE PHOTOS



Entrance to Gordon River Greenway



Entrance to Freedom Park



Vegetation near Gordon River Greenway



Vegetation along Golden Gate Parkway South Edge



View of Powerlines



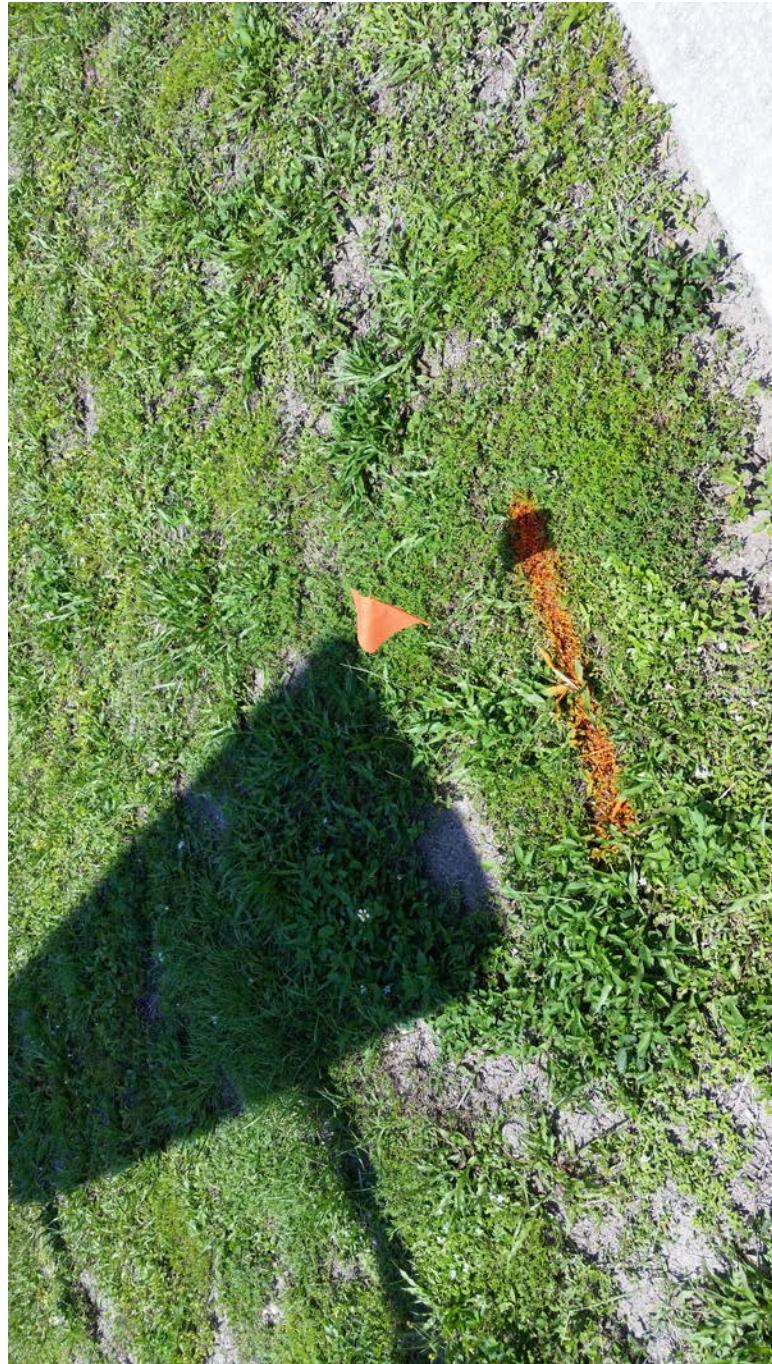
Collier Area Transit Route 25 Stop



Curve West of Freedom Park Entrance (Above)



Freedom Park Entrance looking East on GG Parkway



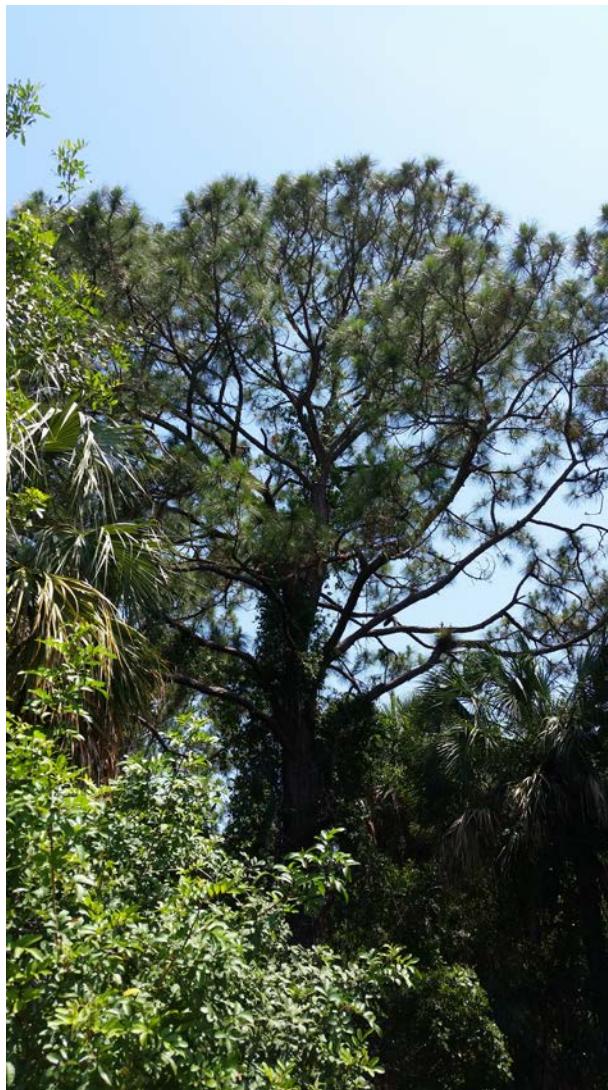
Buried Fiberoptic Line



Existing Roadway Lighting



Wetland Vegetation South of Golden Gate Parkway



**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY
FREEDOM PARK TO GORDON RIVER GREENWAY PARK
OVER GOLDEN GATE PARKWAY**

**APPENDIX C – REFERENCE PHOTOS OF
OTHER PEDESTRIAN CROSSINGS**



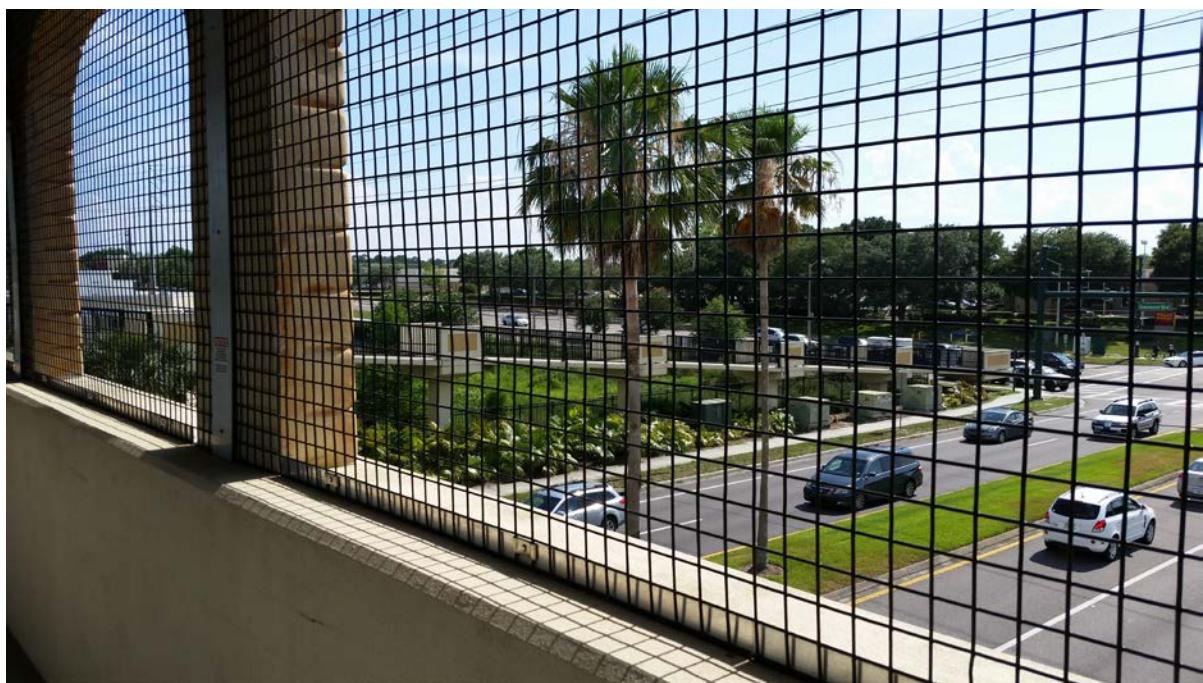
1. Lake Mary Pedestrian Overpass, Orlando, FL

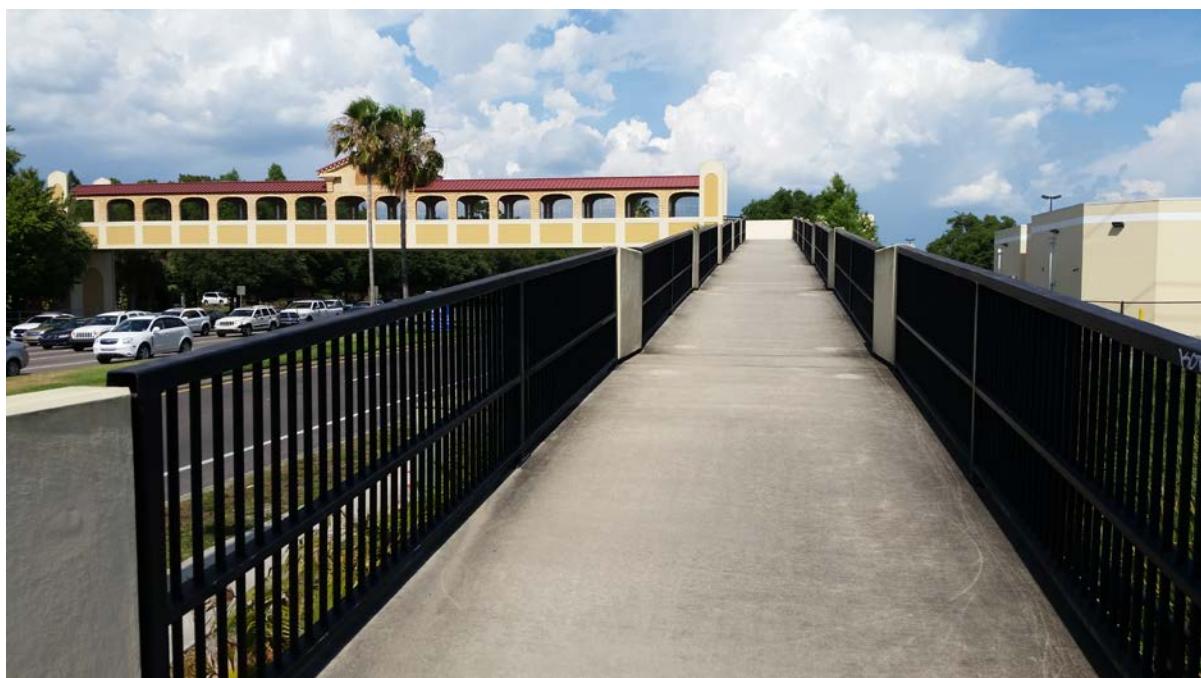




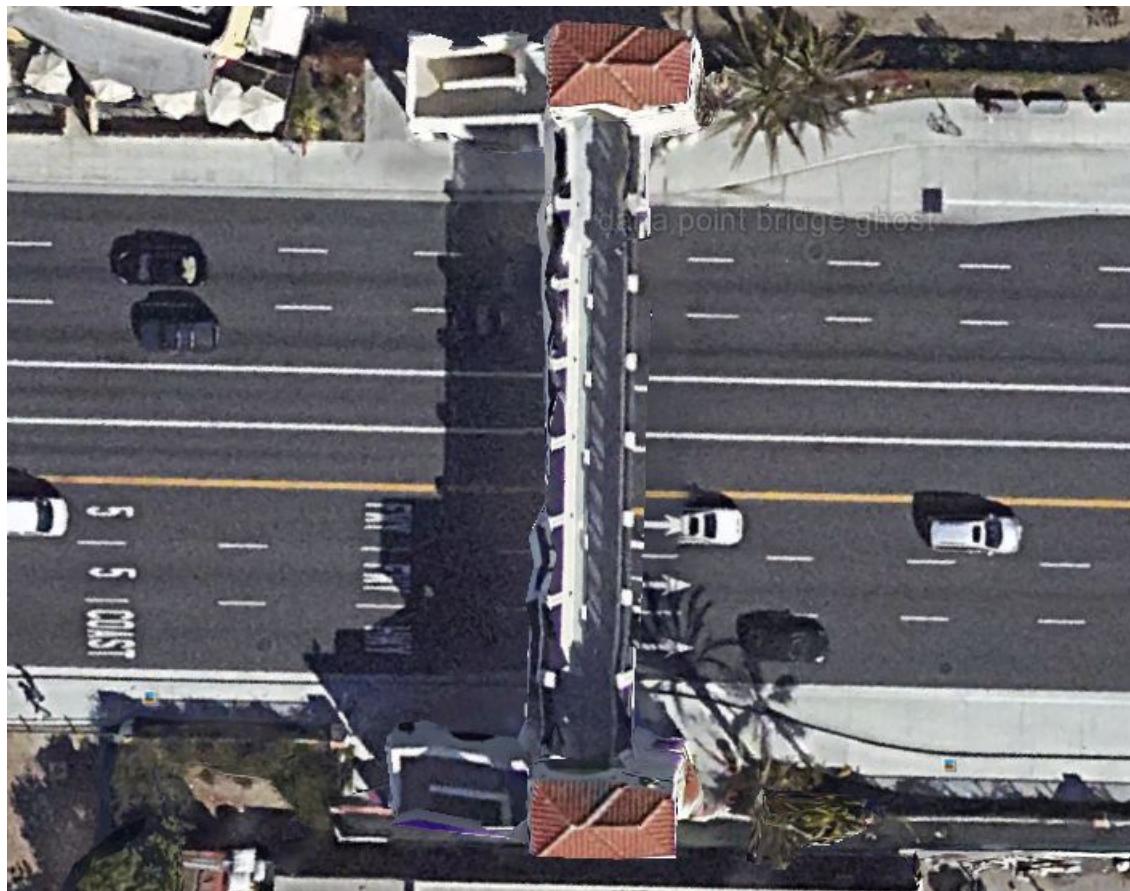








**2. Pacific Coast Highway Overpass,
Dana Point, CA**



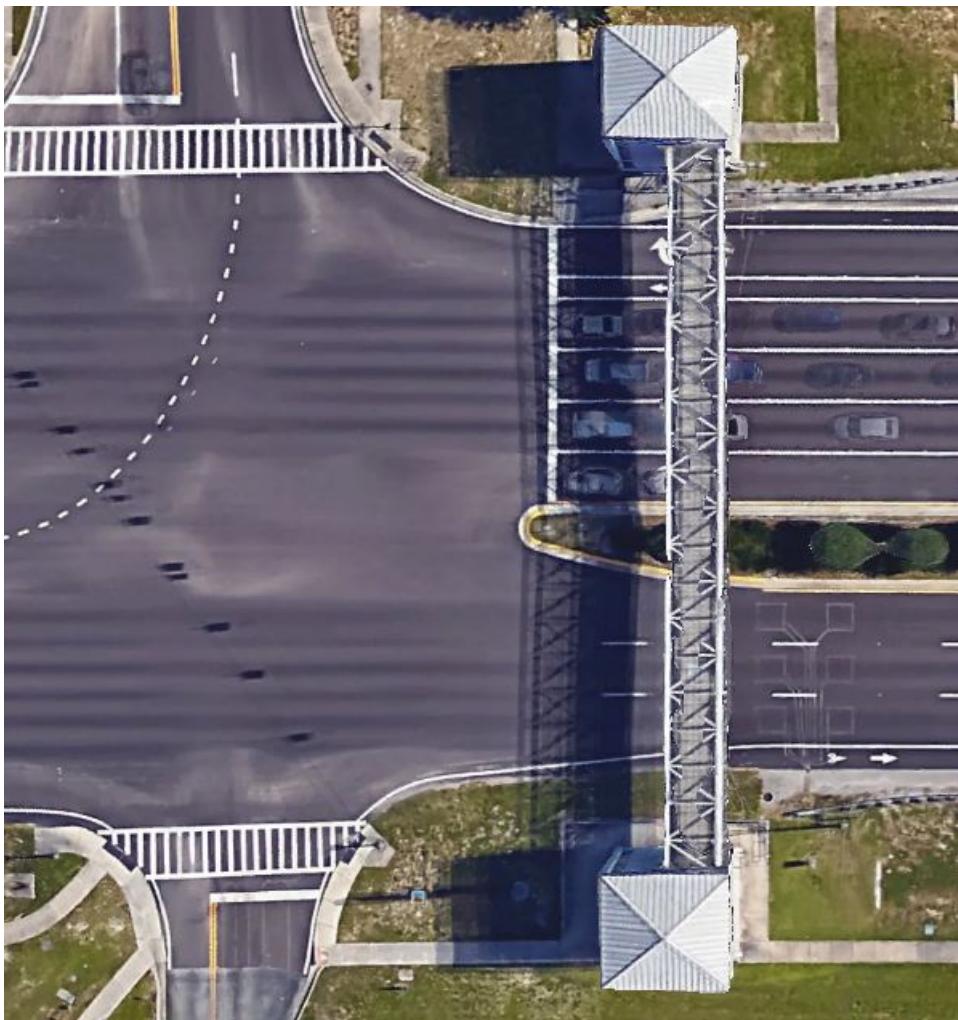


**3. W. Ridge Road Pedestrian Bridge,
Rochester, NY**



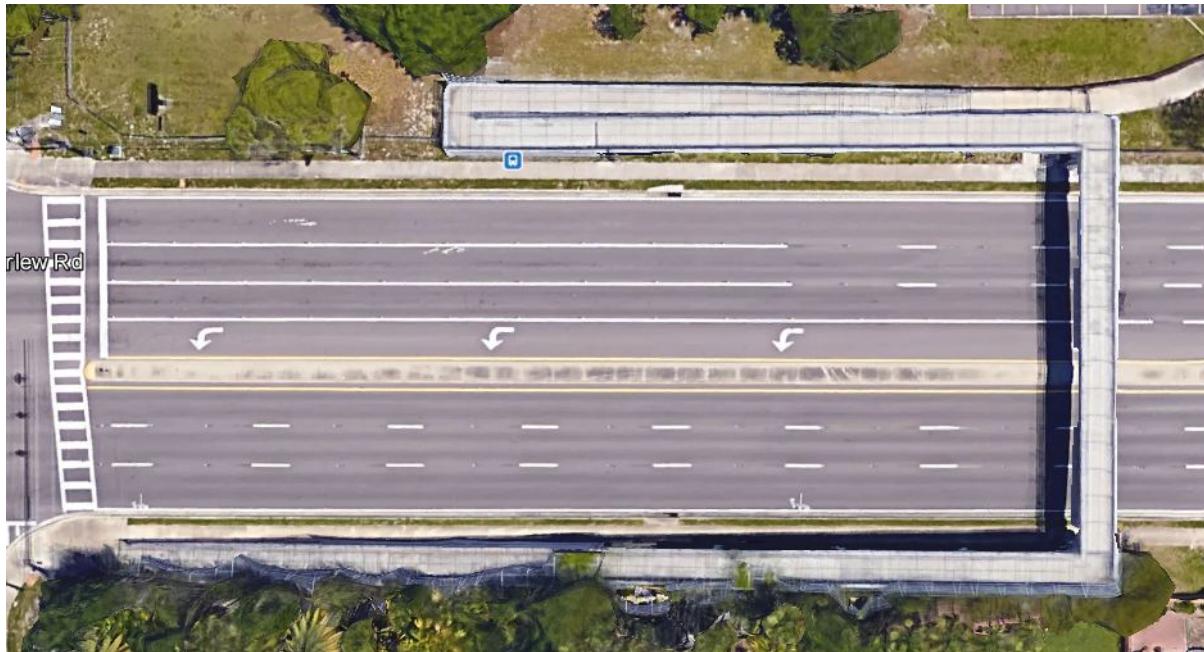


4. MOSI Pedestrian Overpass, Tampa, FL





5. Curlew Road Pedestrian Bridge, Clearwater, FL





6. Sample Info on Variety of Other Pedestrian Bridge Options



Maitland pedestrian bridge over I-4
(Proposed as part of I-4 Reconstruction under
construction)

Under hung Floor Beam

When clearance below the bridge is critical, this parallel chord style offers the shortest superstructure depth. An Under hung truss has its floor beams welded to the bottom of the bottom chords. It's best suited for pedestrian bridges with spans up to 70', but is available in spans up to 120'.



H-Section Floor Beam

For spans up to 240', the H-Section is often selected for the most efficient superstructure. This parallel chord truss design has its floor beams welded to vertical members of the side trusses. As with all styles, the H-Section can be created with additional camber for a more graceful look.



Bowstring

With elegant top chords arching up from its base, the Bowstring is the perfect combination of visual appeal and design efficiency. Bowstring is available with spans up to 100' in an Underhung configuration and up to 200' as an H-Section.



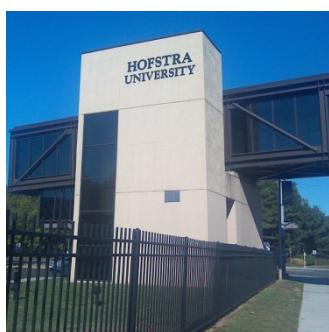
Modified Bowstring

Available in similar spans as the Bowstring, the Modified Bowstring is a more economical choice when an arched top chord is desired. The less-pronounced arch still adds some beauty to the superstructure, while keeping the budget in check.



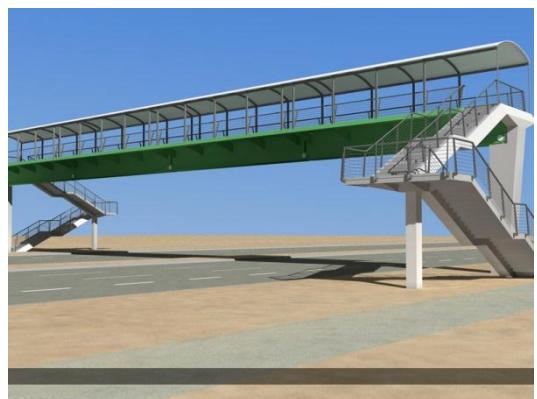
Box

For grade separations and enclosed walkways, the Box style is the preferred choice as it allows easy attachment of fencing or glazing on the sides and/or top, when required. Numerous architectural screen, roofing and branding options can also be incorporated











**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY
FREEDOM PARK TO GORDON RIVER GREENWAY PARK
OVER GOLDEN GATE PARKWAY**

APPENDIX D – MISCELLANEOUS BACKUP DATA

Order of Magnitude Estimated Probable Cost - Overpass (Utilitarian Aesthetics)

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	133.5 Foot Long-, 12 Foot Wide Single Span Overpass	Florida I-beam superstructure with conventional concrete deck on SIP forms, Rail, Vinyl Fence	SF	1602	\$150	\$240,300
2	North Approach Ramp	Approx. 150 long by 25 ft wide	SF	3750	\$150	\$562,500
3	South Towers including foundations	Approx. size 25 ft x 25 ft	EA	1	\$200,000	\$200,000
4	Elevator	Elevator and Equipment with power	EA	1	\$75,000	\$75,000
5	Utility Relocations	3 Transmission poles	LS	1	\$500,000	\$500,000
6	Site/Civil	Grading, sidewalk, drainage, signing	LS	1	\$150,000	\$150,000
7	MOT	Maintenance of Traffic	LS	1	\$50,000	\$50,000
8	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$177,780	\$177,780
9	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$195,558	\$195,558.00
10	Mobilization (10%)		LS	1	\$215,114	\$215,113.80
					Total	\$2,366,252
		Approx. Order of Magnitude Probable Cost			----->	Say 2-3 M

Note: The cost estimates cover construction only and do not include Right-of-way acquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.

Order of Magnitude Estimated Probable Cost - Overpass (Mid-level Aesthetics)

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	133.5 Foot Long-, 12 Foot Wide <u>Single</u> Span Overpass	Painted Steel Structure, Rail, Vinyl Fence, metal deck pan, Lightweight Concrete Deck	SF	1602	\$300	\$480,600
2	North Approach Ramp	Approx. 150 long by 25 ft wide	SF	3750	\$175	\$656,250
3	North & South Towers including foundations, Aesthetic treatment	Approx. size 25 ft x 25 ft	EA	2	\$250,000	\$500,000
4	Elevator	Elevator and Equipment with power	EA	1	\$75,000	\$75,000
5	Utility Relocations	3 Transmission poles	LS	1	\$500,000	\$500,000
6	Site/Civil	Grading, sidewalk, drainage, signing	LS	1	\$150,000	\$150,000
7	MOT	Maintenance of Traffic	LS	1	\$50,000	\$50,000
8	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$241,185	\$241,185
9	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$265,304	\$265,303.50
10	Mobilization (10%)		LS	1	\$291,834	\$291,833.85
					Total	\$3,210,172
		Approx. Order of Magnitude Probable Cost			----->	Say 3-4 M

Note: The cost estimates cover construction only and do not include Right-of-way aquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.

Order of Magnitude Estimated Probable Cost - Overpass (Signature Aesthetics)

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	133.5 Foot Long-, 12 Foot Wide Single Span Overpass	Special Concrete beams with deck supported near the bottom flange on precast deck panels, Rail, Vinyl Fence,	SF	1602	\$500	\$801,000
2	North Approach Ramp	Approx. 150 long by 25 ft wide	SF	3750	\$225	\$843,750
3	North & South Towers including foundations, Aesthetic treatment	Approx. size 25 ft x 25 ft	EA	2	\$300,000	\$600,000
4	Elevator	Elevator and Equipment with power	EA	1	\$75,000	\$75,000
5	Utility Relocations	3 Transmission poles	LS	1	\$500,000	\$500,000
6	Site/Civil	Grading, sidewalk, drainage, signing	LS	1	\$200,000	\$200,000
7	Landscaping	Enhancements	LS	1	\$75,000	\$75,000
8	MOT	Maintenance of Traffic	LS	1	\$50,000	\$50,000
9	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$314,475	\$314,475
10	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$345,923	\$345,922.50
11	Mobilization (10%)		LS	1	\$380,515	\$380,514.75
					Total	\$4,185,662
		Approx. Order of Magnitude Probable Cost			----->	Say 4-5 M

Note: The cost estimates cover construction only and do not include Right-of-way acquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.



PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY:
FREEDOM PARK TO GORDON RIVER GREENWAY PARK
Collier County Project No. 60109.2

By BG
Date 6/5/2015

Order of Magnitude Estimated Probable Cost - On-Street Crossing option

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	Signal Mast Arms	Two installations	EA	2	\$40,000	\$80,000
2	Site/Civil	Grading, sidewalk, drainage, signing, striping	LS	1	\$40,000	\$40,000
3	MOT	Maintenance of Traffic	LS	1	\$15,000	\$15,000
4	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$13,500	\$13,500
5	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$14,850	\$14,850.00
6	Mobilization (10%)		LS	1	\$16,335	\$16,335.00
					Total	\$179,685
		Approx. Order of Magnitude Probable Cost	----->			Say 200 K

Note: The cost estimates cover construction only and do not include Right-of-way aquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.



PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY:
FREEDOM PARK TO GORDON RIVER GREENWAY PARK
Collier County Project No. 60109.2

By
Date

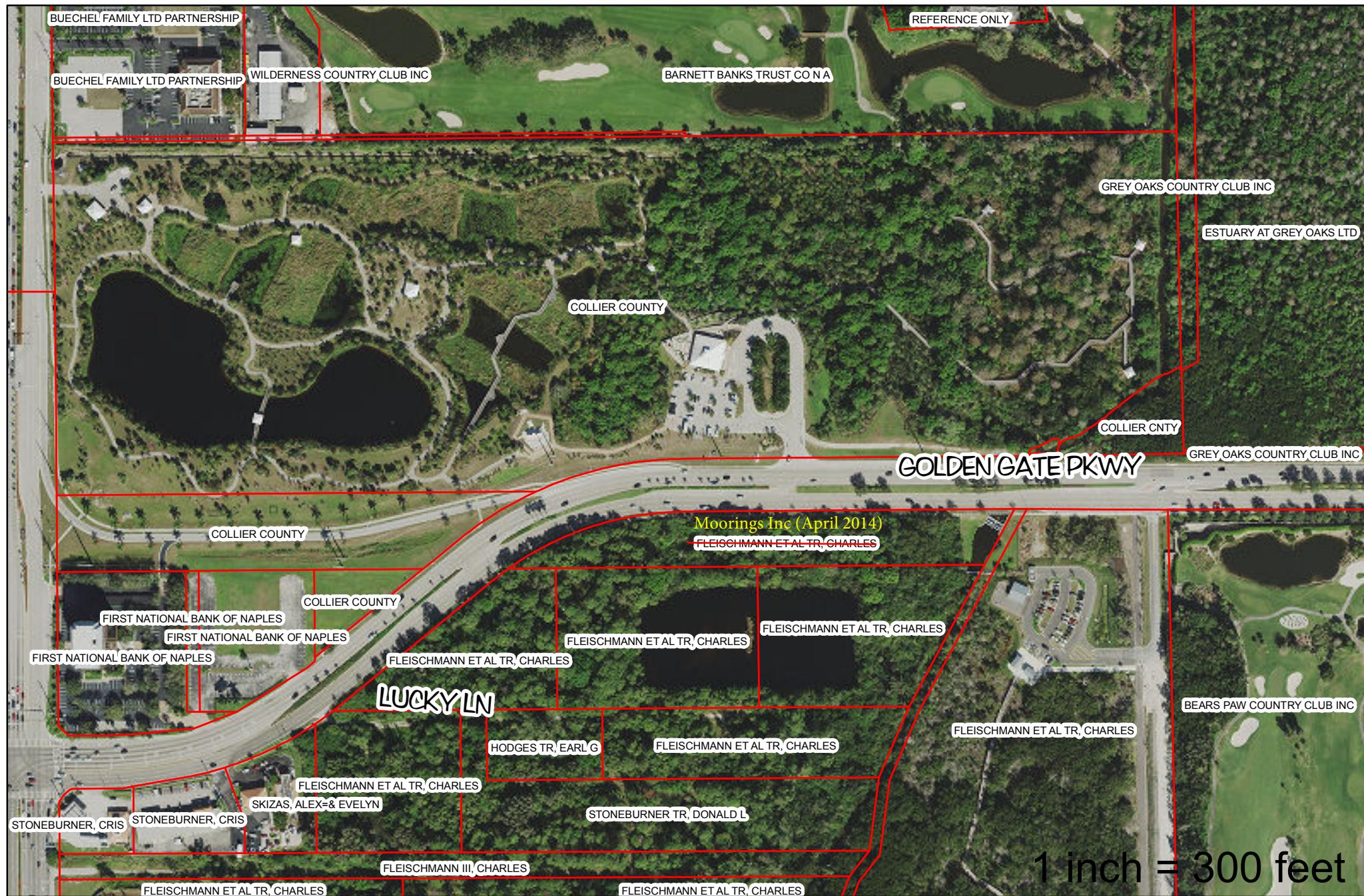
BG
9/23/2015

Order of Magnitude Estimated Probable Cost - Underpass

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	CONCRETE BOX	14'x10' inside opening	LF	122	\$3,000	\$364,500
2	APPROACH RAMPS/STAIRS	Access at each end	SF	4200	\$80.00	\$336,000
3	BRIDGE #030172 REPLACEMENT	Due to added height of fill, existing structure may need to be replaced	SF	6014	\$200	\$1,202,850
4	SITE/CIVIL	1800 LF of roadway reconstruction with driveway connections	LS	1	\$2,000,000	\$2,000,000
5	PUMPING STATION - DRAINAGE	Tunnel grade will likely be depressed in the water table to minimize raising GG Pkwy	LS	1	\$1,000,000	\$1,000,000
6	PERMANENT MSE WALLS	Required on each side of Golden Gate Parkway	SF	18000	\$26	\$468,000
7	TEMPORARY MSE WALLS	Required for phased construction	SF	10800	\$10.00	\$108,000
8	TEMPORARY-SHEET PILING	Required for cofferdams for dewatering and box construction	SF	6250	\$15.00	\$93,750
9	MOT	Phased construction required	LS	1	\$500,000.00	\$500,000
10	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$607,310.00	\$607,310
11	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$668,041.00	\$668,041
12	Mobilization (10%)		LS	1	\$734,845	\$734,845
					Total	\$8,083,296

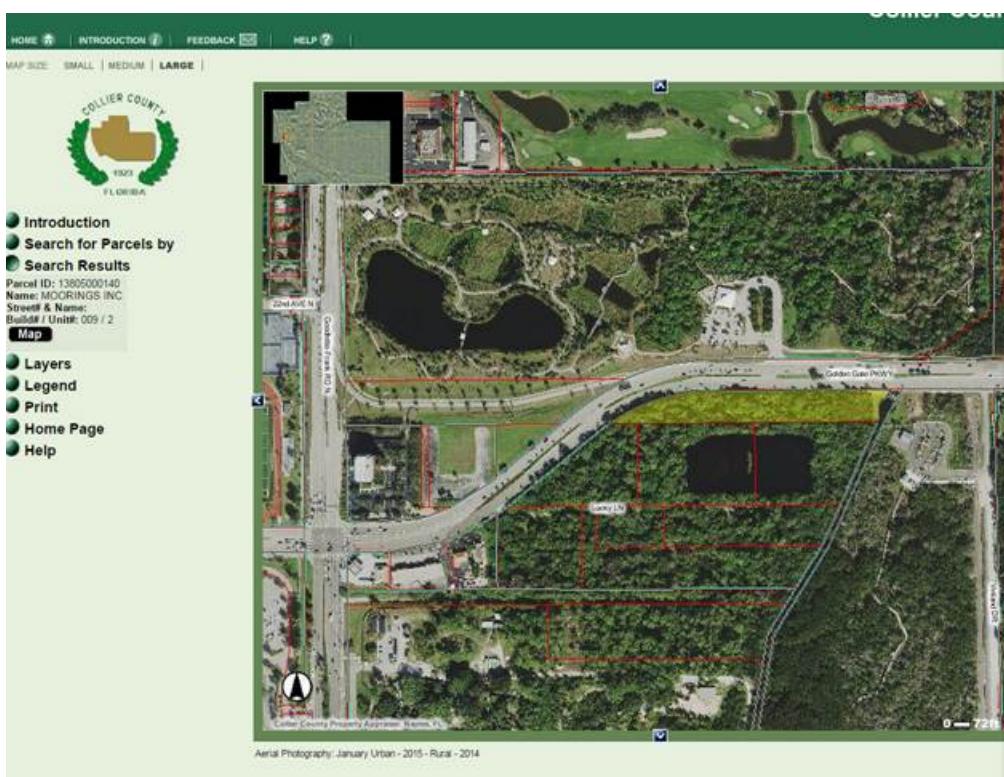
Note: Assume raising Golden Gate Parkway profile by 10 ft. requiring walls on each side approx. 900 ft to allow reasonable grades. Connections to Freedom park and Gordon River Greenway will have to be elevated.

PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY: PARCEL OWNER MAP



Godbole, Bhushan/JAX

From: Ahmad, Adam/SWF
Sent: Friday, June 05, 2015 12:14 PM
To: Godbole, Bhushan/JAX
Cc: Gramer, Bill/SWF
Subject: RE: 2014 Parcel Data



Property Summary		Property Detail	Aerial	Sketches	Trim Notices
Parcel No. 13805000140				Site Addr.	
Name / Address				MOORINGS INC 120 MOORINGS PARK DR	
City		NAPLES	State		FL
Map No.	4A27	Strap No.	093700 009 24A27	Section	27
Legal N I C L F THAT PORTION OF LOT 9 LYING S OF GOLDEN GATE PARK WAY C					
Millage Area 207 Sub./Condo 93700 - NAPLES IMP CO LITTLE FARMS #2 Use Code 0 - VACANT RESIDENTIAL					
Latest Sales History (Not all Sales are listed due to Confidentiality)					
Date	Book-Page	Amount	Land Value		
04/04/14	5025-2391	\$ 12,000,000	(+) Improved Value		
12/27/13	5001-2183	\$ 0	(+) Market Value		
07/23/12	4819-1683	\$ 0	(+) Assessed Value		
12/21/05	3951-3725	\$ 22,000,000	(+) School Taxable Value		
12/19/05	3950-2572	\$ 17,006,700	(+) Taxable Value		
12/19/05	3950-2563	\$ 50,493,400	If all Values shown above equal 0 this p		
08/17/05	3870-2111	\$ 0			
05/17/95	2060-417	\$ 0			
10/21/83	1047-1206	\$ 0			

It appears that the parcel to the south was sold to Moorings Inc in April of last year.

Adam Ahmad P.E.
Civil Engineer
Licensed General Contractor

Godbole, Bhushan/JAX

From: Ahmad, Adam/SWF
Sent: Friday, June 05, 2015 12:17 PM
To: Godbole, Bhushan/JAX
Cc: Gramer, Bill/SWF
Subject: FW: Emailing: IRTH One Call.htm

See below for the one call.

Adam Ahmad P.E.
*Civil Engineer
Licensed General Contractor
Transportation Business Group*
D 1 239 431 9212
M 1 239 273 8894

CH2M
5801 Pelican Bay Blvd
Naples, FL, 34119



www.ch2m.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

From: Chandler, Donna/WPB
Sent: Friday, June 05, 2015 12:16 PM
To: Ahmad, Adam/SWF
Subject: Emailing: IRTH One Call.htm

Ticket : 156503361 Rev:000 Taken: 06/05/15 10:58ET

State: FL Cnty: COLLIER GeoPlace: NAPLES
CallerPlace: NAPLES
Subdivision:

Address :
Street : GOLDEN GATE PKWY
Cross 1 : GOODLETTE FRANK RD N
Within 1/4 mile: Y

Locat: STARTING APPROX 1/2 MILE E OF THE INTER OF GOODLETTE FRANK RD N FOR
DESIGN COVER A 500FT RADIUS AROUND THE CENTER LINE OF GOLDEN GATE PKWY

:

Remarks : IN RESPONSE TO RECEIPT OF A DESIGN TICKET, SSOCOF PROVIDES THE
ORIGINATOR OF THE DESIGN TICKET WITH A LIST OF SSOCOF MEMBERS IN THE
VICINITY OF THE DESIGN PROJECT. SSOCOF DOES NOT NOTIFY SSOCOF MEMBERS OF
THE RECEIPT BY SSOCOF OF A DESIGN TICKET. IT IS THE SOLE RESPONSIBILITY
OF THE DESIGN ENGINEER TO CONTACT SSOCOF MEMBERS TO REQUEST INFORMATION
ABOUT THE LOCATION OF SSOCOF MEMBERS' UNDERGROUND FACILITIES. SUBMISSION
OF A DESIGN TICKET WILL NOT SATISFY THE REQUIREMENT OF CHAPTER 556,
FLORIDA STATUTES, TO NOTIFY SSOCOF OF AN INTENT TO EXCAVATE OR DEMOLISH.
THAT INTENT MUST BE MADE KNOWN SPECIFICALLY TO SSOCOF IN THE MANNER
REQUIRED BY LAW. IN AN EFFORT TO SAVE TIME ON FUTURE CALLS, SAVE YOUR
DESIGN TICKET NUMBER IF YOU INTEND TO BEGIN EXCAVATION WITHIN 90 DAYS OF

YOUR DESIGN REQUEST. THE DESIGN TICKET CAN BE REFERENCED , AND THE INFORMATION ON IT CAN BE USED TO SAVE TIME WHEN YOU CALL IN THE EXCAVATION REQUEST.

*** LOOKUP BY MANUAL ***

:

Grids : 2610B8146A 2610B8147D 2610C8146A 2610C8147D

Work date: 06/05/15 Time: 10:59ET Hrs notc: 000 Category: 6 Duration: UNKNOWN
 Due Date : 06/09/15 Time: 23:59ET Exp Date : 07/06/15 Time: 23:59ET
 Work type: DESIGN Boring: N White-lined: N
 Ug/Oh/Both: U Machinery: N Depth: UNK Permits: N N/A
 Done for : DESIGN

Company : CH2M HILL Type: CONT
 Co addr : 3001 PGA BLVD
 Co addr2: SUITE 201A
 City : PALM BEACH GARDENS State: FL Zip: 33410
 Caller : DONNA CHANDLER Phone: 561-904-7400
 Contact : DESIGN Phone:
 BestTime: 8-6
 Fax : 561-904-7401
 Email : DONNA.CHANDLER@CH2M.COM

Submitted: 06/05/15 10:58ET Oper: PRI
 Mbrs : CC1255 CN1745 CON762 CPW592 CTV413 FPLCLR FPLFOW KC1538 LS1104 PGSSW
 Mbrs : UTI303

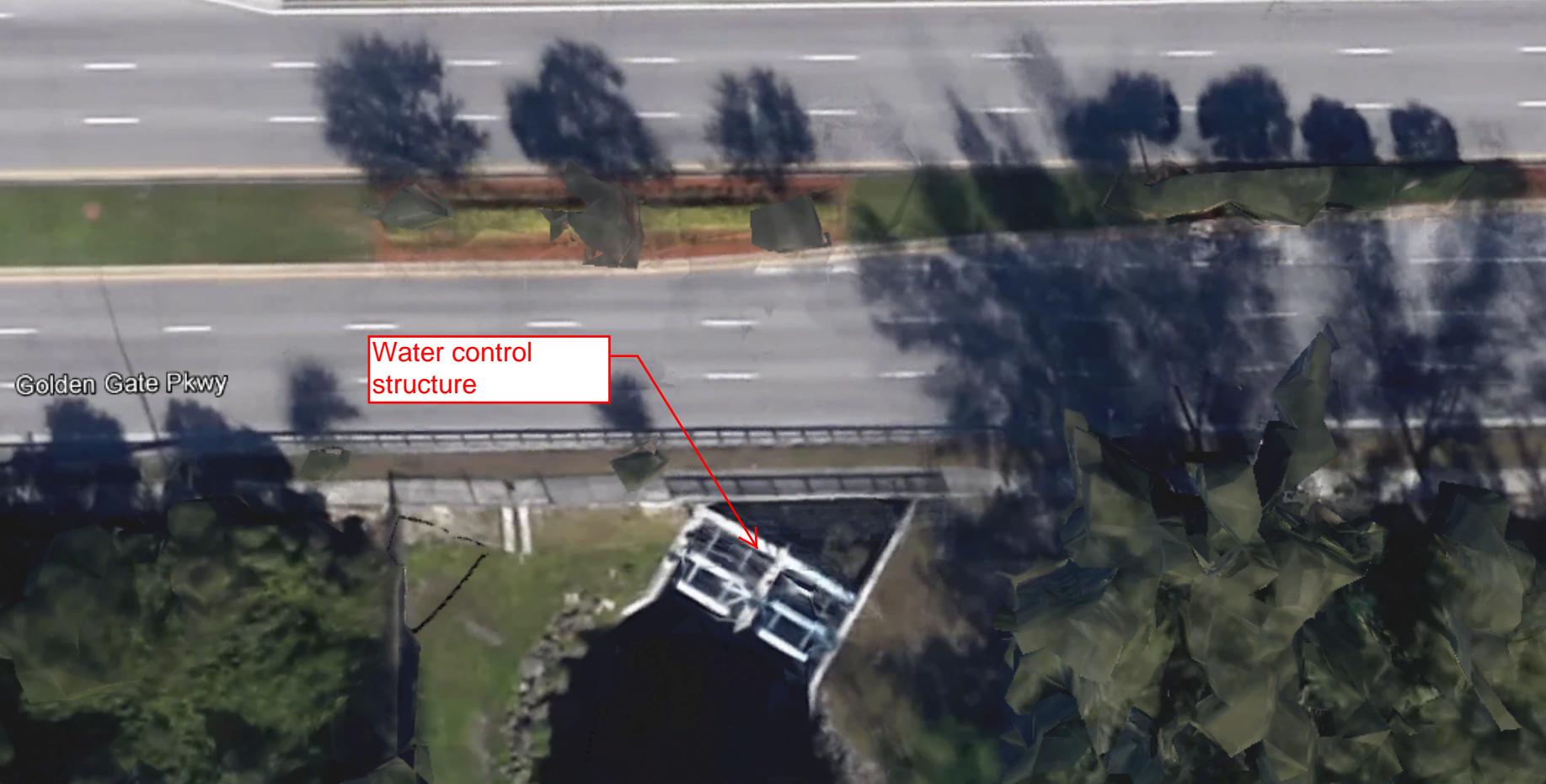
Service Area Code	Service Area Name	Contact	Phone Numbers	Utility Type
CC1255	COLLIER COUNTY TRAFFIC OPERATIONS SECTION	PAM WILSON	Day: (239) 252 - 8260	ELEC & FIBER
CN1745	CITY OF NAPLES-SEWER	ALICIA ACEVEDO	Day: (239) 213 - 4712	SEWER
CON762	CITY OF NAPLES-WATER	ALICIA ACEVEDO	Day: (239) 213 - 4712	WATER
CPW592	COLLIER COUNTY STAKE & LOCATES	NATHAN BEALS	Day: (239) 252 - 2583	ELEC AND SEWER
CTV413	COMCAST	WILLIAM STANTON	Day: (239) 432 - 1861 Alt: (239) 707 - 4168	CATV
FPLCLR	FLORIDA POWER & LIGHT--COLLIER	TRACY STERN	Day: (800) 868 - 9554 Alt: (386) 329 - 5152	ELECTRIC
FPLFOW	FPL FIBERNET LLC	DANNY HASKETT**	Day: (305) 552 - 2931 Alt: (786) 246 - 7827	FIBER
KC1538	SUMMIT BROADBAND INC.	MIKE REBER	Day: (239) 325 - 4105 x261 Alt: (239) 631 - 9251	FIBER

PGSSW	TECO PEOPLES GAS - FT MYERS	BROCK DANIELS	Day: (239) 690 - 5517 Alt: (239) 896 - 0812	GAS
UTI303	CENTURYLINK- NAPLES	JIGS SLIANG	Day: (239) 263 - 6234	PHONE & FIBER OPTIC



Existing Bridge
Culvert No. 030172
over Gordon River

30172



Water control
structure

Golden Gate Pkwy

GOLDEN GATE PKWY over GORDON RIVER

[Collier County, Florida](#)

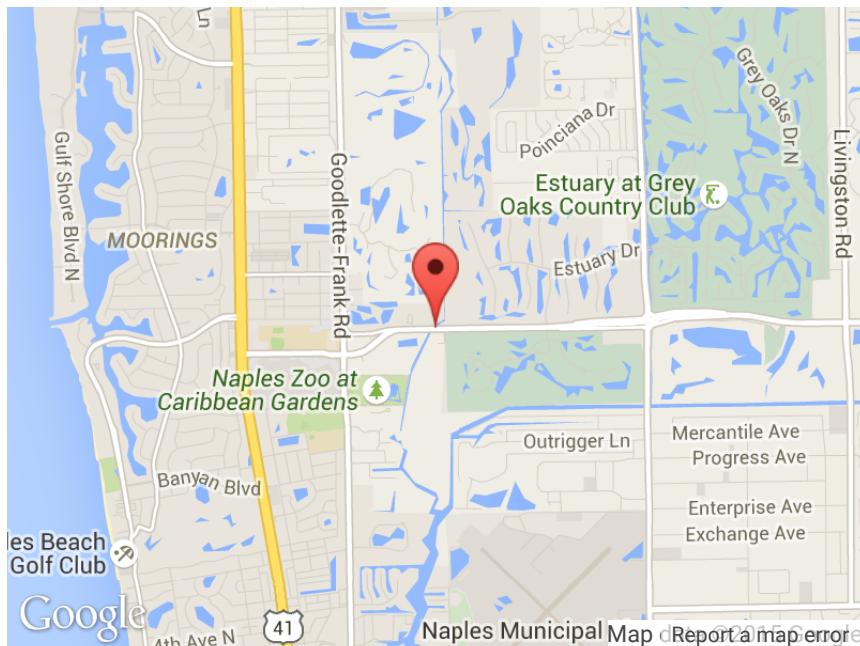
[Enlarge map](#)

Map

- [Google Maps](#)
- [Yahoo! Maps](#)
- [Bing Maps](#)
- [MSR Maps](#)
- [OpenStreetMap](#)

Coordinates:

+26.17361, -81.78417
26°10'25" N, 81°47'03" W



Source: National Bridge Inventory
Information not verified. Use at your own risk.

Facts

Name:	GOLDEN GATE PKWY over GORDON RIVER
Structure number:	030172
Location:	1.18MI WEST OF CR-31
Purpose:	Carries highway and pedestrian walkway over waterway
Route classification:	Local (Urban) [19]
Length of largest span:	11.5 ft. [3.5 m]
Total length:	49.5 ft. [15.1 m]
Skew angle:	29°
Owner:	County Highway Agency [02]
Year built:	1963

Historic significance: Bridge is not eligible for the National Register of Historic Places [5]
 Design load: MS 18 / HS 20 [5]
 Number of main spans: 4
 Main spans material: Concrete [1]
 Main spans design: Culvert [19]
 Deck type: Not applicable [N]

Latest Available Inspection: March 2012

Status: Open, no restriction [A]
 Average daily traffic: 27,904 *[as of 2012]*
 Truck traffic: 5% of total traffic
 Structural appraisal: Better than present minimum criteria [7]
 Water adequacy appraisal: Equal to present minimum criteria [6]
 Roadway alignment appraisal: Better than present minimum criteria [7]
 Channel protection: Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]
 Culvert condition: Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting. [7]
 Scour condition: Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
 Operating rating: 87.7 tons *[79.7 metric tons]*
 Inventory rating: 52.5 tons *[47.7 metric tons]*
 Sufficiency rating: 72.3

Previous Inspections

Date	Suff. rating	Evaluation	Deck	Super.	Sub.	ADT
March 2012	72.3	Not deficient	-	-	-	27904
March 2010	72.3	Not deficient	-	-	-	27904
March 2008	72.3	Not deficient	-	-	-	27904
March 2006	80.1	Not deficient	-	-	-	10800
March 2004	78.1	Not deficient	-	-	-	10800
January 2003	78.1	Not deficient	-	-	-	10800

January 2001	78.1	Not deficient	-	-	-	10800
January 1999	69.2	Not deficient	-	-	-	10800
January 1997	70.2	Not deficient	-	-	-	10800
January 1995	71.3	Not deficient	-	-	-	10000
January 1993	66.5	Functionally obsolete	-	-	-	10000
December 1990	88.7	Not deficient	-	-	-	10000

[Uglybridges.com: National Bridge Inventory data](#)

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Disclaimer: All data is taken from the National Bridge Inventory and has **not** been verified.

This page's URL is <http://uglybridges.com/1078088>

DISTRICT	COUNTY	OWNER	BRIDGE	STRUCTURE NAME	ROADWAY	ADT	FACILITY CROSSED	YEAR BUILT	REconstructed	LAST INSPECTION	SUFFICIENCY RATING	HEALTH INDEX	NBI RATING
Southwest Florida	Collier	County Highway Agency	030147	CR-841 OVER HALFWAY CREEK	BIRDON RD - CR-841	100	HALFWAY CREEK	1971		1/6/2015	93.5	87.39	
Southwest Florida	Collier	State Highway Agency	030148	JUDGE JOLLY MEMORIAL	SR-951 NB(COLLIER)	14,250	BIG MARCO PASS	1969		4/12/2013	92.3	90.37	
Southwest Florida	Collier	County Highway Agency	030149	BLUEBILL AVE / NAPLES PARK CANAL	BLUEBILL AVE CR846	5,000	NAPLES PARK CANAL	1969		2/4/2015	81.1	95.30	
Southwest Florida	Collier	County Highway Agency	030150	CR-858/FAKA UNION CANAL	CR-858	2,880	FAKA UNION CANAL	1966		3/12/2015	73.6	94.98	FO
Southwest Florida	Collier	County Highway Agency	030153	CR 858/OKALOACOCHEE SLOUGH	CR 858	1,070	OKALOACOCHEE SLOUGH	1951		3/12/2013	68.1	94.53	
Southwest Florida	Collier	County Highway Agency	030154	CR 858/OKALOACOCHEE SLOUGH	CR 858	1,440	OKALOACOCHEE SLOUGH	1951		3/12/2013	67.2	90.64	
Southwest Florida	Collier	County Highway Agency	030155	CR 858 /OKALOACOCHEE SLOUGH	CR 858	1,000	OKALOACOCHEE SLOUGH	1951		3/12/2013	68.1	96.29	
Southwest Florida	Collier	County Highway Agency	030156	CR 858 / OKALOACOCHEE SLOUGH	CR 858	1,000	OKALOACOCHEE SLOUGH	1951		3/12/2013	68.1	99.25	
Southwest Florida	Collier	County Highway Agency	030157	CR-837 OVER FAKAHATCHEE STRAND	CR-837	1,500	FAKAHATCHEE STRAND	1955		1/7/2015	62.6	91.18	
Southwest Florida	Collier	County Highway Agency	030158	CR 858 OVER OBIE CANAL	CR 858	110	OBIE CANAL	1953		3/12/2015	79.2	90.49	
Southwest Florida	Collier	County Highway Agency	030160	CR-846 OVER GATOR CANAL	CR-846	5,777	GATOR CANAL	1955	1977	4/25/2013	87.7	72.83	
Southwest Florida	Collier	County Highway Agency	030161	CR-29 OVER CHOKOLOSKEE BAY	CR-29 (COPELAND AV	2,500	CHOKOLOSKEE BAY	1955		1/6/2015	45.9	83.84	FO
Southwest Florida	Collier	County Highway Agency	030165	CR-837 / DEEP LAKE STRAND	CR 837	200	DEEP LAKE STRAND	1959		4/17/2013	74.5	84.54	
Southwest Florida	Collier	County Highway Agency	030166	CR 839 / COPELAND PRAIRIE	TURNER RIVER ROAD	20	COPELAND PRAIRIE	1960		4/17/2013	80.7	77.20	
Southwest Florida	Collier	County Highway Agency	030168	CR 839 / EAST HINSON MARSH	CR 839	20	EAST HINSON MARSH	1962		4/17/2013	78.3	90.86	
Southwest Florida	Collier	County Highway Agency	030169	CR 839 / EAST HINSON MARSH	CR 839	20	EAST HINSON MARSH	1962		4/17/2013	78.3	67.01	
Southwest Florida	Collier	County Highway Agency	030172	GOLDEN GATE PKWY/GORDON RIVER	GOLDEN GATE PKWY	27,904	GORDON RIVER	1963		3/5/2014	72.3	80.07	
Southwest Florida	Collier	County Highway Agency	030174	CR-951/BIG CYPRESS BASIN CANAL	CR951/COLLIER BLVD	10,000	BIG CYPRESS BASIN CANAL	1973	1984	3/4/2014	81.8	88.50	
Southwest Florida	Collier	County Highway Agency	030177	VANDERBILT DR/LITTLE HORSE PASS	VANDERBILT DR	11,500	LITTLE HORSE PASS	1964		2/4/2015	56.7	86.76	FO
Southwest Florida	Collier	County Highway Agency	030178	VANDERBILT DR/CR901OVER CANAL	VANDERBILT DR	15,000	CANAL	1964		2/4/2015	81.2	70.89	
Southwest Florida	Collier	State Highway Agency	030181	US-41 OVER DUNRUSS CREEK	US-41 (SR-45)	35,500	DUNRUSS CREEK	1974		4/18/2013	70	99.76	
Southwest Florida	Collier	State Highway Agency	030183	US-41 NB OVER HALDEMAN RIVER	US 41NB TAMAMI TR	16,500	HALDEMAN RIVER	1976	1999	3/11/2015	82	99.50	
Southwest Florida	Collier	County Highway Agency	030184	GOODLAND BRIDGE/STAN GOBER MEMORI	CR-92 SAN MARCO RD	3,000	MARCO CHANNEL	1975		2/11/2015	96	86.64	
Southwest Florida	Collier	County Highway Agency	030185	AIRPORT PULLING ROAD/BIG CYPRESS BAS	AIRPORT PULLING RD	53,363	BIG CYPRESS BASIN CANAL	1978		3/5/2014	63.8	99.52	FO
Southwest Florida	Collier	County Highway Agency	030186	CR-31 OVER ROCK CREEK	AIRPORT RD.(CR-31)	45,473	ROCK CREEK	1979		3/5/2014	65.3	85.35	FO
Southwest Florida	Collier	State Highway Agency	030189	I-75 SB OVER ROCK CANAL	I-75 SB (SR93)	43,500	ROCK CANAL	1980	2009	4/10/2013	96.3	92.71	
Southwest Florida	Collier	State Highway Agency	030190	I-75 NB OVER ROCK CANAL	I-75 NB (SR93)	43,500	ROCK CANAL	1980	2009	4/10/2013	96.3	98.20	
Southwest Florida	Collier	State Highway Agency	030193	US 41 SB/TAYLOR GLEAM CANAL	US-41SB TAMAMI TR	17,250	TAYLOR GLEAM CANAL	1976	2002	4/23/2013	98.2	98.60	
Southwest Florida	Collier	State Highway Agency	030194	US 41 OVER GATOR HOLE	US 41 (SR 90)	2,400	GATOR HOLE	1976		3/27/2014	91.2	66.67	
Southwest Florida	Collier	State Highway Agency	030195	I-75 NB OVER SR-951	I-75 NB (SR-93)	10,111	SR-951	1984		3/4/2015	94	99.73	FO
Southwest Florida	Collier	State Highway Agency	030196	I-75 SB OVER SR-951	I-75 SB (SR-93)	10,111	SR-951	1984		3/4/2015	93	99.87	FO
Southwest Florida	Collier	State Highway Agency	030197	I-75 SB/GOLDEN GATE CANAL	I-75 SB (SR-93)	17,250	GOLDEN GATE CANAL	1984		3/5/2015	91.6	92.45	
Southwest Florida	Collier	State Highway Agency	030198	I-75 NB / GOLDEN GATE CANAL	I-75 NB (SR-93)	17,250	GOLDEN GATE CANAL	1984		3/5/2015	92.6	93.01	
Southwest Florida	Collier	State Highway Agency	030199	GOLDEN GATE PKWY OVER I-75	CR886(GLDN GT PKY)	40,500	I-75 AND CANAL C-1	1984	2006	3/10/2015	88.5	99.48	
Southwest Florida	Collier	State Highway Agency	030200	I-75 SB over CR 896	I-75 SB (SR 93)	29,000	CR 896/PINE RIDGE RD	1983	2009	3/3/2015	94	99.95	
Southwest Florida	Collier	State Highway Agency	030201	I-75 NB OVER CR 896	I-75 NB (SR 93)	29,000	CR 896/PINE RIDGE RD	1983	2010	3/2/2015	94	99.84	
Southwest Florida	Collier	State Highway Agency	030202	I-75 SB OVER CR 862	I-75 SB (SR 93)	32,712	CR862(VANDERBILT BCH RD)	1983	2008	3/3/2015	91.4	99.90	
Southwest Florida	Collier	State Highway Agency	030203	I-75 NB OVER CR 862	I-75 NB (SR 93)	32,712	CR862(VANDERBILT BCH RD)	1983	2009	3/12/2013	83	99.96	
Southwest Florida	Collier	State Highway Agency	030205	SANTA BARBARA BLVD / I-75	SANTA BARBARA BLVD	32,000	I-75 (SR 93)	1984	2009	3/13/2013	73.6	99.99	
Southwest Florida	Collier	City or Municipal Highway Agency	030207	N COLLIER BLVD OVER CLAM BAY	N COLLIER BLVD	15,800	CLAM BAY	1979		1/14/2015	95.8	97.88	
Southwest Florida	Collier	City or Municipal Highway Agency	030209	N COLLIER BLVD OVER SMOKEHOUSE BAY	N COLLIER BLVD	9,800	SMOKEHOUSE BAY	1971		1/29/2015	57.1	96.79	FO
Southwest Florida	Collier	County Highway Agency	030210	W PLANTATION PKWY OVER EVERGLADES	W PLANTATION PKWY	673	EVERGLADES DRAIN CANAL	1985		1/6/2015	88.1	99.22	
Southwest Florida	Collier	State Highway Agency	030211	SR-29 / WERE OUTA DOUGH CANAL	SR-29	2,200	WERE OUTA DOUGH CANAL	1986		3/12/2014	94.3	98.36	
Southwest Florida	Collier	State Highway Agency	030212	SR-29 OVER GRASSY POND	SR-29	2,200	GRASSY POND	1986		3/12/2014	93.2	97.24	
Southwest Florida	Collier	State Highway Agency	030213	SR-29 OVER ZLOTY CANAL	SR-29	2,200	ZLOTY CANAL	1986		3/11/2014	94.3	99.10	
Southwest Florida	Collier	State Highway Agency	030214	I-75 NB/GOLDEN GATE CANAL	I-75 (SR-93) NB	10,111	GOLDEN GATE CANAL	1990		3/14/2013	96.2	96.12	
Southwest Florida	Collier	State Highway Agency	030215	I-75 SB/STUMPY STRAND	I-75 SB (SR-93)	10,111	STUMPY STRAND W.L. X-ING	1990		3/11/2015	96.2	100.00	
Southwest Florida	Collier	State Highway Agency	030216	I-75 SB / WILDLIFE XING	I-75 (SR-93)	10,111	TURNBACK SLOUGH	1990		5/21/2013	97.2	100.00	
Southwest Florida	Collier	State Highway Agency	030217	I-75 NB / FAKA UNION CANAL	I-75 (SR-93) NB	10,111	FAKA UNION CANAL	1990		3/5/2013	96.2	99.98	
Southwest Florida	Collier	State Highway Agency	030218	I-75 NB / LUCKY LADY STRAND	I-75 NB (SR-93)	10,111	LUCKY LADY STRAND	1990		3/11/2015	96.2	84.07	
Southwest Florida	Collier	State Highway Agency	030219	I-75 NB/STUMPY STRAND W.L. XING	I-75 NB (SR-93)	10,111	STUMPY STRAND W.L. X-ING	1990		3/5/2013	96.2	99.89	
Southwest Florida	Collier	State Highway Agency	030220	I-75 NB / WILDLIFE XING	I-75 (SR-93) NB	10,111	TURNBACK SLOUGH	1990		5/21/2013	97.2	99.96	
Southwest Florida	Collier	State Highway Agency	030221	I-75 SB/PENNINGTON CAMP	I-75/SR-93 SB	10,111	PENNINGTON CAMP WC X 4	1989		5/21/2013	80.5	98.87	
Southwest Florida	Collier	State Highway Agency	030222	I-75 NB/PENNINGTON CAMP	I-75/SR-93 NB	10,111	PENNINGTON CAMP WC X 4	1989		5/21/2013	80.5	100.00	
Southwest Florida	Collier	State Highway Agency	030223	I-75 NB OVER KOJAK CREEK	I-75/SR-93 NB	10,111	KOJAK CREEK	1989		5/21/2013	86	99.65	
Southwest Florida	Collier	State Highway Agency	030224	I-75 SB OVER WEST HINTON	I-75/SR-93 SB	10,111	WILDLIFE CROSSING NO-6	1989		5/30/2013	86.3	98.73	